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JUN 05 2001

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FRANK PERNA: My name is Frank Perna. No other developed country would force their citizens to accept something against state's law and state's rights and not give Nevadans equal protection under the Constitution.

Now, I'm going to read a letter that I sent in to Dr. Summerson, but I'd like to repeat that we should know what everyone said. We should have a compilation of all of these letters, and I don't think that 25th cutoff date should apply.

Dear Dr. Summerson, I attended the May 23rd Bechtel sponsored meeting at the Suncoast Casino. The purpose was an overview of DOE peer review of waste packaged materials performance. Dr. Payer (phonetic) put the following phrase on the board: Goal is a long isolation period followed by controlled slow release. They were talking about waste packages stored in the drifts that were going to fail. They didn't say how soon, but they're going to fail.

1... It is obvious that there is little or no attention being given to accidents, electrical or mechanical malfunctions. In the event of these unforeseen incidents there very well might be a short isolation period followed by a fast, uncontrolled release, and they don't know when it will take place either. This could be caused by a seismic event, an electrical failure shutting down the ventilation now required to lower the temperature and dissipate the unexpected humidity and moisture.

The same humidity and moisture is corrosive containing brine and microorganisms. We should have known that. This was an inland sea. The water was over the top of the mountains. Go to the top of the mountains, you'll find fossils. So when it went down it deposited brine, sodium, I'm not a chemist, but it's not -- it's corrosive. It's not regular water.

Would human beings be able to enter the tunnel to retrieve waste packages in the event of the crane and/or gantry malfunction? The gantry is where you put it in the placement drifts. How can the DOE depend on robotics when there has been little attention given to accidents and malfunctions?

If there is backup power to the project, is there enough to fully operate all electrical machines and other equipment? It was mentioned that brine and microorganisms would degrade the waste packages made up of titanium and stainless steel. What attention has been given to the corrosive effects on the electrical and mechanical systems, for example rails, switches, circuit breakers, wire connections or metal less able to resist corrosion than titanium or stainless steel, the ventilation system for instance.

1 cont.

It is obvious that since the tunnels will be open for up to 300 years to ensure retrievability of the waste packages that an accident or malfunction will make this impossible. And that they're not really counting for that.

2

Now, the obvious thing they're saying today is that we've been lied to. The nuclear producers keep saying we're running out of space on on-site -- dry cask on-site storage. Well, if that's so, this whole system is going to take about 60 years. That means at that point it will be 104 years that they've been on dry cask storage on site and possibly -- and maybe more, because now they're talking about 50 new plants. You probably could keep that there 200 years safely. It's been there safely already for 44 years, never had an accident. But the nuclear producers have been lying to us saying it's full up, that's why you have to go to Yucca Mountain.

3

Another thing that's being ignored, I don't know how the politicians can do this, maybe they have short memories. There were protests in Seattle, protests in Washington, protests in Quebec City, protests in Europe constantly this last time when they were removing nuclear waste between Germany and France.

They're ignoring the real problem, which will be massive protests from diverse groups, national and international, against the unnecessary and dangerous transportation of toxic nuclear waste through 41 states. Imagine, well, we've said this before, but imagine 300-foot truck convoys with armed guards traveling 25 to 40 miles per hour mixed in with auto traffic traveling 50 to 70. That's absurd.

Since rail stops at Caliente, rail transportation isn't a better choice. American railroads are not known to have good road beds, that's why we don't have trains going 200 miles an hour. So rail transportation is even worse than truck transportation.

4

Why risk bringing the waste here, because all they're looking for is interim storage. As soon as it gets here, one ton of it gets here, the rest is going to come. They're looking for interim storage, a way to bypass what they should be doing.

5

Why risk this method when we have a 44 year accident-free record. And by the time we're done with this process it will be an accident-free record in dry cask storage on site where the waste was produced and economic advantage was realized.

MR. FLAHERTY: Sir, would you begin to wrap up your comments?

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FRANK PERNA: We should demand that the NRC advise President Bush that Yucca Mountain is not now and never was suitable.

Thank you.